



Eubank Boulevard San Antonio to Paseo del Norte

► [Project Location](#)

► [Project Background](#)

► [Proposed Design](#)

► [Proposed Cross Section](#)

► [Just the FAQs](#)

► [Summary of Public Comments](#)

► [Next Steps](#)

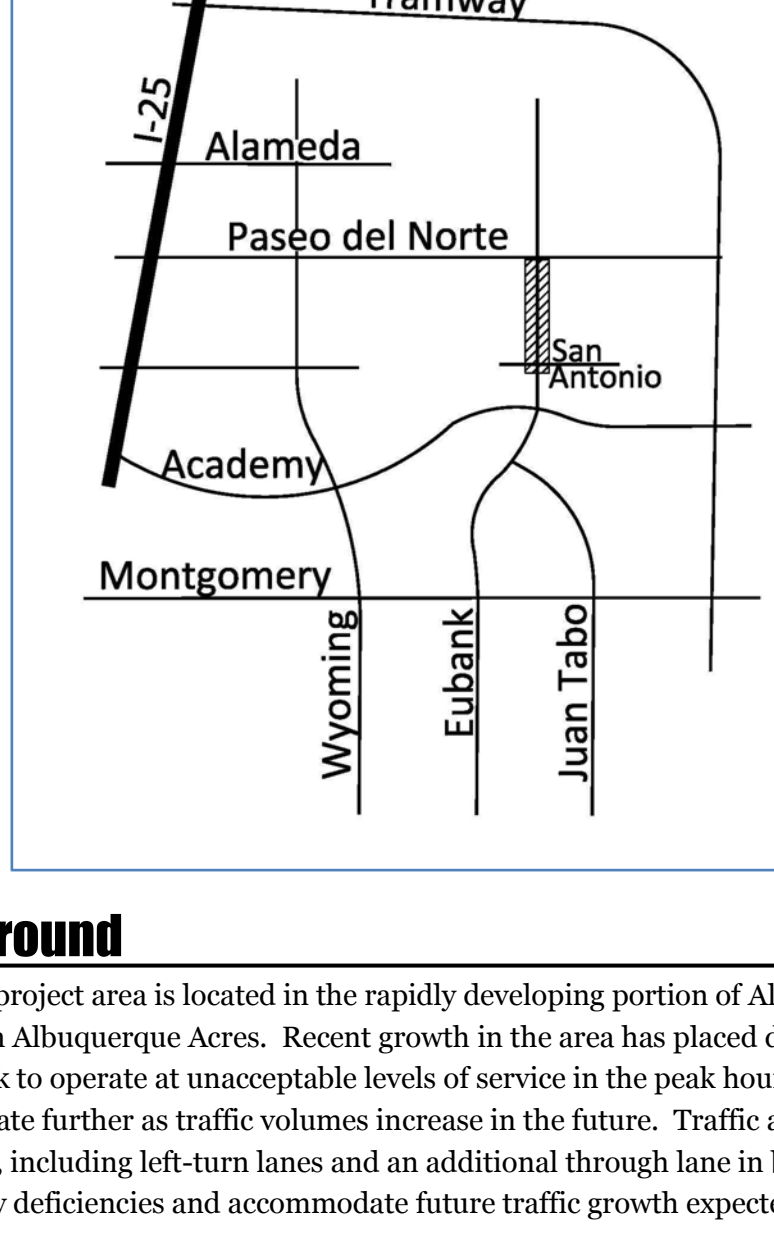
► [Contact Information](#)

Updated March 30, 2009

Welcome to the Eubank Boulevard Reconstruction E-newsletter!

As the content of this newsletter is updated, email messages will be sent to subscribers who have signed up on the County's E-newsletter enrollment site. It is expected that the newsletter will be updated about every two to three months throughout the process of developing the design plans.

Project Location in Albuquerque/ Bernalillo County, New Mexico



Project Background

The Eubank Boulevard project area is located in the rapidly developing portion of Albuquerque's Northeast Heights known as North Albuquerque Acres. Recent growth in the area has placed demand on the local street network causing Eubank to operate at unacceptable levels of service in the peak hours, and operating conditions are expected to deteriorate further as traffic volumes increase in the future. Traffic analyses have shown that roadway improvements, including left-turn lanes and an additional through lane in both directions, are needed to correct existing roadway deficiencies and accommodate future traffic growth expected for the area.

Reconstruction of Eubank Boulevard is also needed to address system connectivity and continuity issues. Eubank Boulevard and other major north-south streets in the area, including Wyoming Boulevard to the west and Tramway Boulevard to the east, connect the street network in the Northeast Heights with Paseo del Norte, a limited-access high-capacity corridor. Eubank's central location between these two major north-south arterials is a logical connection point and provides efficient spacing of major north-south arterial streets in the local street network.

The portion of Eubank Boulevard between Academy Road and San Antonio Drive currently has two 12-foot driving lanes in each direction and a raised center median. The improvements proposed as part of the Eubank Boulevard project will extend this general roadway geometry north of San Antonio Drive to Paseo del Norte and provide continuity along the entire segment of Eubank Boulevard between Academy Road and Paseo del Norte.

Study of this portion of Eubank Boulevard began in the early 1990s, when the City of Albuquerque completed an Initial Corridor Analysis (Phase A) for the road. Bernalillo County's involvement with the study of Eubank Boulevard began in 1996, when it assumed responsibility as the lead agency for the completion of the environmental corridor study. The products of this study were the Detailed Evaluation of Alternatives (Phase B), published in February of 1999, and the Environmental Assessment (Phase C), published in March of 2000. A Finding of No Significant Impact (FONSI) was issued for the project on June 5, 2003.

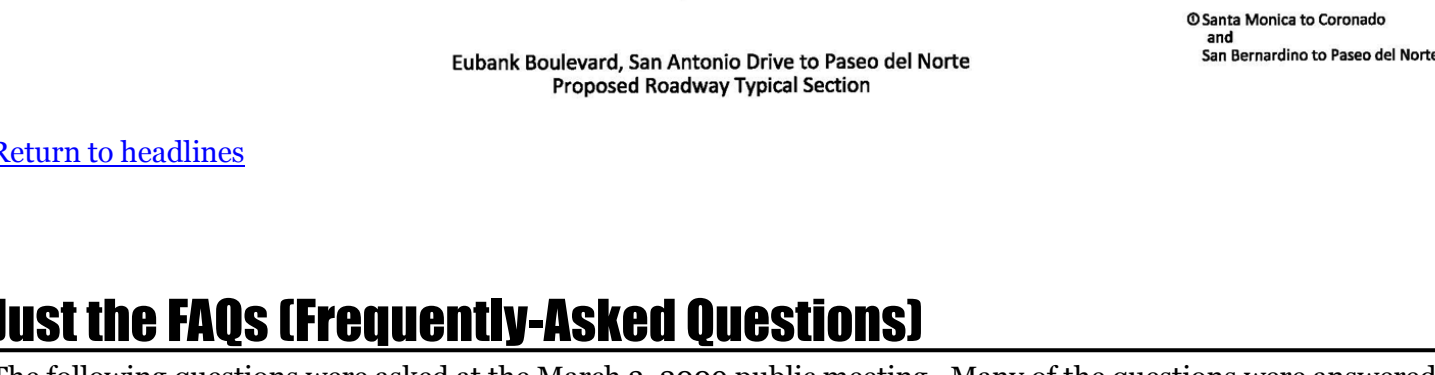
[Return to headlines](#)

Proposed Design



[Return to headlines](#)

Proposed Cross Section



[Return to headlines](#)

Just the FAQs (Frequently-Asked Questions)

The following questions were asked at the March 3, 2009 public meeting. Many of the questions were answered at the meeting. If you do not see the answer to a question you had, please refer to the [Summary of Public Comments](#) below for more questions and answers.

Q: What will the speed limit be on the newly-constructed road? A: 40 miles per hour

Q: Will there be bus pullouts? A: No – ABQ Ride does not offer bus service in the project area.

Q: What are County's plans to acquire property? A: When the County determines exactly which properties will need to be acquired, the property owners will be contacted.

Q: What are plans for noise mitigation? A: The need for noise mitigation is currently being studied as part of the re-evaluation of the environmental assessment for the project.

Q: Will water and sewer be extended into the study area? A: There are no plans to extend City water and sewer as part of this project.

Q: Will there be new traffic signals? A: A new traffic signal will be constructed at the Eubank and Quintessence-Del Rey intersection.

Q: What is the schedule of the project? A: Design should be finished in December 2009 and we expect construction to begin in spring of 2010. Construction is expected to take a year.

Q: What is the plan for the arroyo that crosses over Eubank now? A: Drainage improvements will be made at that crossing, most likely in the form of a retention pond east of Eubank and a box culvert under Eubank.

Q: What is the plan for street lighting? A: The plan is to provide full cut-off fixtures at the intersections only.

Q: Why is there a cul-de-sac at Coronado? A: This is a City of Albuquerque plan that is being shown in the Eubank improvements display because it impacts the residents of Quintessence and others.

Q: What will happen at the west end of Coronado (at Holbrook) when the east end is cul-de-sac'd at Eubank? A: The City's plan is to open up the barrier and make it an out-only westbound.

Q: Who needs to be contacted, to open up Holbrook north of San Francisco? A: Contact your City Councilor.

Q: Is San Antonio a City street? A: Yes

Q: Will any property owners be assessed for Eubank improvements? A: No

Q: How far is it from the Eubank/Quintessence-Del Rey intersection to Eubank (how much queuing space will be available)? A: The design will be able to accommodate expected 2030 traffic queues.

Q: What is the current plan for managing traffic into Del Rey? A: Stop signs will be placed to stop traffic on westbound Del Rey, the northbound frontage road, and the southbound frontage road. Traffic entering the frontage road system eastbound from Eubank will not be required to stop.

Q: Will the traffic flow from Sandia Presbyterian Church been considered? A: Yes, but it does not meet traffic signal warrants at Eubank.

Q: What is the plan on Eubank from Academy to San Antonio? A: The current northbound outside lane will be restriped and re-signed to make it a through lane to continue into the new Eubank section. The northbound approach to the Academy/Eubank intersection will be re-striped as well to provide two through lanes.

Q: Will right turns be allowed from Eubank onto Starlight? A: Yes, but there will no longer be a dedicated right-turn only lane as there is now (that will be re-striped as a second through lane that you can also turn right from at Starlight).

Q: Will there be acceleration and deceleration lanes on Eubank? A: No

Q: What will the trail facilities be? A: On the west side of Eubank there will be a 10-foot wide paved trail (matching the existing trail by Quintessence). On the east side of Eubank there will be a 6-foot sidewalk. There will be bike lanes on Eubank in both directions. There will be a pedestrian crossing at the traffic signal at Quintessence-Del Rey.

Q: How is the City involved in the Eubank project? A: They own the portion of Eubank adjacent to Quintessence. The City is not contributing to the funding of the project.

Q: Will the frontage road system in the southeast area of the project create congestion because people have to stop at a red light whether or not there is cross traffic on Eubank? A: A traffic signal will be constructed to facilitate access at the Eubank/Quintessence-Del Rey intersection; the signal will be actuated (activated upon a call from the side street) and will be timed to minimize congestion.

Q: Why are there road frontage roads in Area 2? A: Originally, those roads were funneled into the northern frontage road system; however, it is substantially out of the way for some of the roads, and the intersection to which they were going to be funneled would not have a traffic signal. Some roads were taken out of the frontage road system and provided with direct access.

Q: Will the traffic from Academy to Eubank use Pino as a cut-through route? A: From traffic counts, there doesn't appear to be a cut-through problem now and the geometry would not change.

Q: What is proposed start date/end date for construction. A: Tentative start date – late spring 2010. Construction is about a year.

Q: What is plan for construction phasing? A: This has not been determined yet. Staging is usually left up to the contractor. There will be a public meeting just prior to construction and it will also be in the E-newsletter.

Q: Will the traffic still be allowed on Eubank during construction? A: Yes, one lane will be left open both northbound and southbound.

Q: Will there be a bridge or culverts at the major arroyo crossing? A: The design team is still in the preliminary stages of determining what is best at that location. It will most likely be a box culvert and not a bridge. The sight distance will be improved with a raised road profile in that location.

[Return to headlines](#)

Summary of Public Comments

As of the March 17, 2009 cut-off for comments related to the public information meeting held March 3, 2009, 16 written comments were received from the public. The following were the comments voiced, and the number of times each comment was mentioned in the comment sheets:

- Comment: Satisfied with the proposed design of Eubank as shown at the March 3, 2009 meeting (5). Response: No response necessary.
- Comment: The cul-de-sac shown at the Coronado/Eubank intersection should be constructed (1). Response: The cul-de-sac, which is a separate City of Albuquerque project, is now under construction.
- Comment: The cul-de-sac shown at the Coronado/Eubank intersection should not be constructed and access to Eubank should be allowed there (3). Response: The cul-de-sac, which is a separate City of Albuquerque project, is now under construction.
- Comment: None of the roads east of Eubank should have direct access to Eubank (2). Response: Thorough analysis of traffic volumes and travel distances caused the project team to take Ranchitos, Pino, and San Francisco avenues to the east of Eubank out of the frontage road system.
- Comment: Opposed to the frontage roads (2). Response: In some locations, the use of frontage roads is a logical way of funneling traffic to a more suitable location for accessing Eubank.
- Comment: The road barriers in place at the San Antonio/Browning intersection should be removed (1). Response: Because San Antonio is a City street, the County will coordinate with the City in considering the removal of the barricades and the installation of any traffic calming measures on San Antonio.
- Comment: Noise mitigation needs to be considered as part of the design (1). Response: The need for noise mitigation is currently being studied as part of the re-evaluation of the environmental assessment for the project.
- Comment: Street lights along Eubank should not disturb the night sky (1). Response: Full cut-off fixtures will be used for roadway lighting which should minimize "light trespass."
- Comment: A second traffic signal should be considered along Eubank to slow down traffic (1). Response: Traffic signals must be warranted by vehicle or bicycle volumes, pedestrian use, and/or crashes in order to be installed. Traffic signals may not be used as traffic calming measures.
- Comment: The paved trail needs to be accessible by wheelchair (1). Response: The construction plans for Eubank must adhere to accessibility standards for public rights-of-way.
- Comment: The traffic signal should be installed at the San Francisco intersection and not at Quintessence-Del Rey (1). Response: It is the traffic volumes at the Quintessence-Del Rey intersection, and not those at San Francisco, that warrant installation of the signal.
- Comment: Commercial development should not be allowed at Eubank and Santa Monica (1). Response: Commercial development along Eubank is not part of this reconstruction project.
- Comment: The reconstruction will bring more traffic and noise to residents of North Albuquerque Acres (1). Response: The need for noise mitigation is currently being studied as part of the re-evaluation of the environmental assessment for the project.
- Comment: Where there are "T" intersections, left-turn lanes should be provided for people making u-turns (1). Response: This will be considered during the development of the design plans.
- Comment: Not enough information was provided at the public meeting about the drainage issues (1). Response: The public information meeting was being held to reintroduce the project and the modifications that have been made to the proposed design. Information on the details of the drainage calculations will be available from the project team once development of the design plans has begun.
- Comment: The north frontage road system should tie into Eubank closer to Paseo del Norte to help reduce cut through traffic that uses San Bernardino between Holbrook and Eubank (1). Response: The frontage road intersection will be located between Palomas and San Bernardino to 1) allow additional queuing space at the northbound left turn onto Paseo del Norte from Eubank and the southbound left turn onto the east frontage roads from Eubank and 2) situate the intersection near the top of a crest, to provide better sight distance.

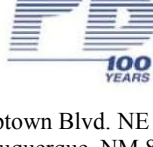
[Return to headlines](#)

Next Steps

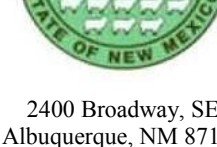
The project team will be developing a preliminary set of design plans to be submitted to Bernalillo County and the City of Albuquerque for review. A second public information meeting will be held when the design plans have advanced to a stage that is far enough along to provide detail to the public, but not so far along that minor changes cannot be made. It is expected that this second public information meeting will be held in fall 2009.

Contact Information

If you have comments or questions about the Eubank Boulevard reconstruction project, please call Lisa Manwill, P.E., project manager for the Bernalillo County Public Works Department, at 848-1512 or Karen Aspelin, P.E., public involvement task manager from Vector Engineering, at 341-9393, or please send an email to eubank@vectormm.com.



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[Return to headlines](#)